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The Daily Press.

HONGKONG, JUNE 24TH 1909.

THE upshot of the Postal strike which recently occurred in Paris, and which attracted so much attention at the time, is worthy of study as showing that whatever inconvenience such movements may occasion, they are not altogether of so serious a character as might upon general consideration be imagined. That the whole telegraph system, not merely of France, but of the world, should be put out of gear even for a single day would seem so grave a matter that it can scarcely be imagined that such an event could be allowed to be possible in any civilized country, or that it could occur without results that would be of the most far-reaching character. And yet the event has actually occurred, and in the course of few days the whole matter was at end and things had resumed their normal course. The feeling of most people when the news was first received was that law and order were at an end in France and that the country had fallen entirely into the hands of irresponsible associations, and might before long be in that of the mob. More or less this really seemed to be the state of affairs; and the Head of the Postal Department did not fail so to represent it when speaking in the Assembly. It appeared beyond doubt that there had been errors of administration which gave just cause for discontent to the employees—among them a considerable amount of favouritism in appointments and promotions—but it was forcibly and justly observed that any such shortcomings could not be

considered sufficient ground for the adoption of so extreme a step as combining to disorganize a public service upon which the whole of the commercial and private interests and even the very safety of the country depended. The feeling in the Assembly was so strong that the Government found themselves able to show a firmer front than they had before displayed, and while making it manifest that they were not unwilling to listen to any fair statement of grievances, and to apply such remedies as might be reasonable, they let it be known that they were prepared to act firmly in the public interests and to take such steps as might be necessary for the restoration of order. This being once realized, it became possible to bring the strikers to reason and the trouble was adjusted in a far shorter time than appeared at first likely; while an attempt on the part of the one of the International Labour Association leaders to foment further disturbance was followed by his prompt arrest. This was so far satisfactory, but it still leaves an uncomfortable feeling that the public services are dangerously in the hands of demagogues, and that there is little security against a recurrence of a similar strike either in France or elsewhere.

At the same time there is, in the history of this matter, some encouragement to those who look with justifiable aversion upon anything in the form of a breach of public order, in one consideration. No doubt the adoption of a firmer attitude by the French Government had its influence in bringing the strike to an end; but there were also other causes of a more permanent and reliable character which tended to this result. There could not fail to be the idea among the strikers that though the Government might (like anyone else when driven into a corner) be inclined to deal leniently so as to get over the immediate difficulty, it would not be very long before the Authorities would have matters again in hand, when in one way and another those who had brought about the disorder and who persisted in maintaining it would, after all, come off second best, and might run the risk of losing their employment altogether. Not only this, but it would very soon become apparent to those who had joined in the movement that the labour associations could not long support them, and that, after all, the weapon they had launched was something of a boomerang and was apt to recoil upon those who had launched it. In most strikes it is found that though the labour associations can get up sufficient enthusiasm to start a strike, it is extremely difficult to keep it going on anything like a large scale after it has been put in force. Exactly the same state of things became apparent in a strike of a much less serious character, but still of the same nature, which was worked up among the employees of the Government Railways in the Colony of Natal. They caused a great deal of trouble for a few days, but gave in when they found the result of holding out longer would be that a number of them would lose their employment altogether. This is a contingency which in one form or another must always face those who are employed by Government either in the Post Office or on Government Railways, and it affords at least some security against capricious and unwarranted striking. This bearing of the subject cannot fail as time goes on to become apparent to the men themselves, who will then find some better means of seeking redress than resorting to measures which may cause a unjustifiable injury or even danger to the public, but are certain in the end to damage the strikers themselves.

The Crown Advocate at Shanghai has informed the judge that he has no intention of taking proceedings against Mr. Marshall, plaintiff in the recent action against Mrs. Nazar.

The s.s. *Derwent*, from Singapore, brought 39 deportees to the Colony yesterday. They are being cared for at the Central Police Station until arrangements are made for their return to China.

Mr. F. A. Hazeland took over the duties of First Police Magistracy yesterday, and presided over the large Court. We understand that the learned magistrate received many congratulatory letters on his promotion.

The cruisers *Takao* and *Asahi* together with the river gunboat *Uji*, part of the third Japanese squadron, are expected here next month from Shanghai. Arrangements are being made locally for the reception of the visitors.

Major Nathan and Miss Evi Detring were married on June 14 at the British Consulate-General, Tientsin, the witnesses being Mr. Detring and Major Falcon, R.E. The religious ceremony took place next afternoon at 4 o'clock at St. Louis Church. In the evening of June 14 Major Nathan was entertained at a dinner at the Astor House by about fifty of his friends. The band of the French infantry regiment played during the dinner, which was excellently served.

An open window at No. 12, Square Street tempted a thief to enter and appropriate a chopper and some paint. He was arrested while leaving, and at the Magistracy yesterday Mr. F. A. Hazeland sentenced him to three weeks' imprisonment and six hours' stocks.

A reward of \$1,000 is offered for the arrest of a Cantonese named Ng Pok Tong, who is alleged to have embezzled the sum of \$58,000 from the Lee Yuen Tong Co., Honan Road, Shanghai, during the present month. A Shanghai contemporary says the man has a wife in Canton and a brother in Hongkong.

General Jonchim Machado and Senhor Cinatti, Commissioners for Portugal to settle with China the delimitation of the Macao boundaries, were received on arrival yesterday by Senhor J. J. Leiria, Consul-General for Portugal and Brazil, in Hongkong, who escorted them ashore to the rooms provided for their accommodation in Glenealy.

THE GOVERNOR AS PLAINTIFF.

In the Supreme Court yesterday the action in which Sir Frederick Lugard claims for the specific performance of a certain contract in connection with land reclaimed was mentioned. Sir Henry Berkeley, K.C., instructed by Mr. Bowley, appeared for His Excellency, and said that as the appeal could not be heard that day the Lordships would perhaps fix another day. The Court fixed Monday as the date of the hearing.

RICKSHAW STRIKE AT MACAO.

On Tuesday afternoon all the public rickshaws disappeared from the streets of Macao as a protest against the refusal of the Leal Senado to reduce the licence fee.

It appears that the men had petitioned the Senado for a reduction of the fee which our correspondent understands is about \$39 a quarter—a very heavy licence fee indeed. At their meeting on Tuesday the Senado decided not to reduce the fee, and the rickshaw pullers thereupon went on strike.

Much inconvenience is consequently caused not only to residents but to passengers arriving by the Hongkong and Canton steamers.

ASSAULT ON A TRAMCAR.

A European youth appeared before Mr. F. A. Hazeland at the Magistracy yesterday on a charge of assaulting a Chinese passenger on a tramcar near the Taikoo Dockyard on June 21st.

Defendant pleaded guilty. He stated that the car was full, all the seats except one being occupied. There were four persons sitting on the one seat, and as defendant wanted to sit down he asked a Chinese passenger to move along. The Chinese pushed him away, and he lost his temper and struck him.

Inspector Collett informed his Worship that the defendant knocked the passenger out of the car while the car was in motion.

His Worship (to defendant)—Do you admit that you knocked the passenger out of the car?

Defendant—No, your Worship. He fell out.

His Worship imposed a fine of \$10, in default, one month's hard labour, and he further ordered the defendant to be bound over in the sum of \$200, personal bond, to keep the peace for one year.

GERMANY IN CHINA.

FORTIFYING KIAOCHAU.

The work of fortifying Kiaochau, says a Berlin dispatch dated the 31st ult., is being carried out very effectively, and Germany has now begun to fortify the Protectors from the land side of the peninsula. Hitherto on the southern and eastern approaches enormous marine defence works have been thrown up in the form of redoubts and coast batteries. On the northern coastline the shallow waters would not allow an enemy's warships to get near the shore, and there the defence works have been only very small. As the Germans hold Kiaochau by a lease, which will not expire until 1997, it is clear that these new fortifications are intended to show other people that Germany means to resist any attack from the land side as well as from the sea. At all events, the work referred to has attracted a great deal of attention in official circles in Peking.

THE 'D. S. WINDELL' FRAUDS.

The two young men, Bernard Robert, a young Dutchman, and Reginald King, a bank clerk, arrested in connection with the daring fraud perpetrated last autumn on the London and South-Western Bank, when the former went round in a taxicab and collected £2,320 by false pretences from eight branches of the bank, were being tried in London when the last mail left. Mr. Muskett, for the prosecution, stated that Robert admitted he was the man who obtained the money in the name of D. S. Wendell, and King had confessed to his father that he engineered the frauds. Robert's dramatic confession denied the charge of forgery, and contained the following remarkable passage:—"It was the devilment of the matter, the excitement, the ingenuity, the humour, and the almost impossible success to crown it all, which urged me to attempt the fraud. The very name (D. S. Wendell), meaning a—swindle, goes to corroborate this contention." From the moment almost that I had been apparently successful I was sorry for the deed.

LATEST STEAMER MOVEMENTS.

The str. *Sikh* left Singapore on the 19th inst., and is due at this port to-day a.m.

The C.N. Co.'s str. *Taming* left Manila on the 22nd inst., and is due here on 25th inst.

The M.M. str. *Konang* left from Europe and ports of call, left Singapore on Monday the 21st inst. at 4 p.m., and is due here on the 23rd inst.

The C.P.R. str. *Empress of Japan* left Yokohama at noon on the 22nd inst. for Victoria and Vancouver.

The I.G.M. str. *Lutetia* which left here on Friday, the 18th inst., at 10 a.m., arrived at Singapore on Tuesday, the 22nd inst., at 2 p.m.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

REPORTED OBSTRUCTION OF JAPANESE.

TOKYO, June 23rd.

The Foreign Office has received a report from the Japanese Consul at Hankow relating to the obstruction of Japanese trading in the interior, due, it is alleged, to the unwarrantable interference of the German Consul at Hankow on behalf of his nationals.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

A SPANISH PRINCESS.

LONDON, June 23rd.

Her Majesty the Queen of Spain has given birth to a daughter.

GERMAN FINANCIAL MEASURES.

DEATH DUTIES BILL AGAIN DEFEATED.

LONDON, June 23rd.

The Finance Committee of the Reichstag have again rejected the modified Death Duties Bill, forming part of the Government's modified taxation proposals.

The Conservatives, Clericals and Poles are united in their opposition to the measure, and the position of Prince Buelow is an extremely difficult one.

AMERICA AND CHINA RAILWAY LOANS.

LONDON, June 23rd.

Reuter's Agency learns that the American Government has intimated that provided American interests are safeguarded it will waive the protest to Peking.

It is understood that the American Government has been informed that so far as the British group is concerned there is no objection to American participation.

LORD CREWE AND THE OPIUM CONFERENCE.

LONDON, June 23rd.

Lord Crewe, Secretary of State for the Colonies, presided at the Corona Club dinner, at which there was a remarkable gathering of Governors, ex-Governors and Colonial officials.

Lord Crewe in proposing a toast to the progress of the Crown Colonies referred to the International Conference at Shanghai on the Opium Question and said the Commission had shown the world how difficult the subject was. He thanked Sir Cecil Clementi Smith for the work accomplished in dealing with the Report from the Straits Settlements.

THE FRENCH NAVY.

ASTOUNDING REVELATIONS.

LONDON, June 23rd.

The French Parliamentary Committee of Inquiry into the state of the navy reveals astounding extravagance, negligence and confusion.

Though 120 millions sterling have been spent in a decade, the French Navy has sunk below the German on which less has been spent. Armaments for new battleships were not ready years after the ships had been completed, and the existing guns are so defective that firing practice has been abandoned in the Mediterranean. Huge stocks of condemned shells are still being manufactured.

There is not a single graving dock which can accommodate the new battleships, the credits which had been voted for new docks having been spent elsewhere, chiefly on the Colonies.

A FEROCIOUS DOG.

AND A NAUGHTY BOY.

The hearing of the summons against Mr. J. Lambert, of No. 41 Ormsby Villas, Kowloon, for suffering to be at large an unmuzzled ferocious dog which attacked and bit a Chinese youth, was continued.

Pau Sang, a small boy, told the Court that he lived about six houses distant from the defendant. At 4.30 p.m. on the 11th instant he was bitten by a dog (which defendant admitted was his). The dog bit him on the thigh, and he knew it bit another boy a few weeks ago.

On the dog being introduced, his Worship remarked that it did not look very ferocious. His Worship (to defendant)—Your suggestion is that this boy tormented the dog?—Yes.

Defendant then questioned the witness:—You are living with the Rasmussen family, are you not?—Yes.

Have you never thrown stones at the dog?—Never.

Do you remember your master's dog running after a boy, and you never attempted to call it back?—I called the dog back, but the boy teased it.

His Worship (to defendant)—Do you suggest that the boy is frequently throwing stones at your dog?—Yes, and the day after the last hearing he threw stones into my house at my wife.

Witness denied this. Constable Pepperel deposed to being on duty on the Kowloon Road on the evening of May 16th. As he was passing Ormsby Villas a dog rushed out of No. 4 and flew at him. Witness struck the animal off with his left hand.

His Worship—Was this absolutely unprovoked?

Witness—Yes. Proceeding, witness stated that when the dog flew at him a second time he struck him off with a truncheon. The dog was in better condition at that time.

Witness was questioned by the defendant: Since the summons was taken out you called at my house with another constable, didn't you?—Yes.

Why?—To see whether it was the same dog. Defendant thought the constable should have known it was the same dog, seeing that it belonged to him. Give a dog a bad name, he continued, and it hangs to it. He wished to know why the address of the complainant was not mentioned in the summons.

His Worship—That is probably a fault of the office.

Defendant—They were able to mention No. 4, Ormsby Villas, and the complainant's house is only two doors off. I cannot quite understand that.

On the clerk who drafted the summons being called, he explained that the woman who called at the office did not know the name of the street.

Defendant—Then how did they get my address?

Inspector Langley—I gave it to them.

Defendant—My opinion is that it was purposely missed out.

His Worship—No. The clerk asked her where she lived, and she said she did not know the name of the terrace. The evidence the constable has given against you is rather damaging. I thought you were going to call evidence to prove that the constable annoyed the dog.

Defendant—I am going to call a lady to prove that the constable made an unwarrantable attack on the dog.

This closed the case for the prosecution.

Mrs. E. Akhurst, for the defence, told the Court that when standing at her front doorstep she saw the last witness going towards Mr. Lambert's house. When he got opposite the gate a dog began to bark. Then she saw the constable draw his baton, step inside the gate, and give the dog one blow. The dog howled most pitifully.

His Worship—In his evidence the constable said the dog flew at him.

Witness—I did not see it fly at him, and I thought it was a very cruel thing he had done. Continuing, witness said that after the constable had walked away he returned and took the number of the defendant's house.

In reply to the defendant, witness said the complainant was a very naughty little boy. He used to go into her garden and pull up vegetables, and she had seen him throw stones at Mr. Lambert's stable.

His Worship—From this lady's evidence it is clear that the boy has been naughty.

Inspector Langley—Yes, and it is confirmed by inquiries I have made.

His Worship said he was satisfied that the dog was a ferocious animal, but he did not propose to give the boy any compensation.

Inspector Langley thought that Mr. Lambert was willing to destroy the dog.

Defendant—Simply on account of his having the mange.

His Worship—I think if you will consent to the dog being destroyed I will dismiss the summons.

Mr. Lambert consented, remarking that the only objection he had was to giving a thoroughly bad boy compensation.

His Worship—Certainly, you were quite right. I am perfectly satisfied that the dog flew at the child because he was tormenting it. I will order the summons to be dismissed on your undertaking to hand the dog over to the police. The boy was then called before the Court, and his Worship told him he was quite satisfied that he was a very naughty boy, who threw stones and beat the dog with sticks, and stole cabbages and lettuces. He advised the boy's mother to look after him better in future.

JAPANESE POLICY IN MANCHURIA.

MR. CHIROL'S TELEGRAM.

Tokyo, May 30. In conjunction with your Peking Correspondent, who joined me here last week, I have been engaged in discussing exhaustively with Japanese Ministers the questions at issue between China and Japan. Only the question of the Fa-kuen Railway involves indirectly British interests; but, in view of the terms and purpose of her alliance with Japan, Great Britain could not remain indifferent to any controversy likely to affect Chinese and Japanese relations. The best friends of Japan would have been slightly disappointed had she displayed the uncompromising attitude imputed to her by the Chinese; and very full and authoritative information has been placed at my disposal to correct misapprehensions upon the subject.

I must reserve a more detailed statement for the post; but the rejection of arbitration as proposed by China has provoked so much adverse criticism abroad that it seems important to set forth certain facts hitherto inadequately apprehended. It must be remembered that the course of the recent negotiations has been treated hitherto as confidential at the request of the Chinese Government, just as the Peking Protocol of December, 1905, was made secret out of deference to Chinese wishes. But, just as out of consideration for the British Alliance and for the large British interests in the adjacent Chinese railway system Japan deemed it her duty to communicate to the British Government the clause inserted in the Protocol restricting railway competition for the protection of her South Manchurian line, so she now deems it her duty to explain her subsequent action.

HISTORY OF THE DISPUTE.

When in the summer of 1907 the Japanese learned that China was engaged in negotiations with British firms for the construction of the Fa-kuen Railway, they hastened to remind the Chinese of the stipulations which from the beginning had been specially intended to prevent the construction of that particular line, than which none, in their opinion, would more injure the South Manchurian Railway, especially if it were subsequently extended northwards so as to divert the traffic of Northern Manchuria before it even reached the Japanese railway. China disregarded the warning and signed the contract. The Japanese then formally protested, and a desultory correspondence ensued, the Chinese denying the competitive character of the line and finally requesting a definition of the area which Japan regarded as competitive. On the question of the competitive character of the proposed line opinions altogether differ; but the Japanese claim the benefit of the doubt for their own contention, and in respect of the question of area affirm that such cases must be judged on its own merits, as the question is never purely one of mileage.

JAPANESE MODERATION.

China might, perhaps, be justified in demurring to the vagueness of these replies, had the attitude of Japan remained otherwise uncompromising. But after the abortive negotiations last year Japan decided upon the following important step, which seemed to offer a fresh starting point. In February last she communicated formally to Peking two alternative proposals, one that the Chinese should build a railway from Fa-kuen to the South Manchurian Railway instead of to Hsin-min-tan, or that the Japanese should build a railway from the South Manchurian line to Fa-kuen and thence to the North, in which case Japan would withdraw her objection to the Fa-kuen-Hsin-min-tan railway, provided that China undertook not to extend the line beyond Fa-kuen without a previous agreement with Japan.

THE ARBITRATION QUESTION.

Even if China were not disposed to accept either of these alternatives offered, they were surely conceived in a sufficiently conciliatory spirit to afford a basis for friendly discussion, especially as Japan offered at the same time to waive her claim, advanced on behalf of Korea, for the readjustment of the boundary of Chientao, provided that all other questions, including that of jurisdiction over Korean settlers in Chientao, were adjusted to her satisfaction. The Chinese had repeatedly insisted that the territorial question of Chientao was one to which they attached the chief importance. Nevertheless, China rejected all these overtures without further discussion, and, as is known, proceeded to propose the arbitration of all pending questions.

The Japanese believe that, had China disclosed this phase of the negotiations before announcing to the world her desire for arbitration, public opinion in England would have recognized that these questions have not yet reached the stage when the Hague Tribunal properly be invoked, and that their refusal of arbitration was therefore legitimate. Japan is nevertheless prepared to resume direct negotiations with Peking with the sincerest desire for a reasonable settlement; but she expects the Chinese to remember that, without the intervention of Japanese arms, Manchuria would have been altogether and irretrievably lost to them.

THE ANGLO-JAPANESE ALLIANCE.

Nothing seems to me more hopeful for the usefulness and permanency of the Anglo-Japanese Alliance than the anxiety which I have found here to remove all misconceptions concerning the moderation and loyalty of Japanese policy. Never during previous visits have I received more abundant proof of the value attached to British friendship, and of the universal belief in the necessity of maintaining the alliance between the two countries.

I received the highest possible confirmation of these sentiments in an audience which His Majesty the Emperor graciously accorded yesterday to me and to my Peking colleague.

Reuter's telegram giving the gist of the Times comment on this telegram said that it "cannot be read with sincere pleasure by all friends of Japan and of our alliance with her." What the Times said was exactly the reverse. It said that the telegram "cannot fail to be read with sincere pleasure," etc. The Times concludes its comment as follows:—

There can be little doubt that of the objects pursued by China in her handling of Manchurian questions has been, and is, to create friction between Japan and other Powers. By giving the contract for the Fa-kuen Railway to a British firm, after they had been informed that Japan would demand the construction of the line as a condition of the Protocol of 1905, Chinese statesmen, there can be little doubt, hoped to enthrall us with our allies. In this they have been disappointed. Our alliance and our friendship with Japan are based too firmly on the interests of both countries to be seriously affected by such transparent manoeuvres.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chantante, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

SHIPPING.

ARRIVALS.

ASSAYE, British str., 6000, O. Jones, R.M.S., 23rd June—Bombay and Singapore 19th June, Mails and General—P. & O. S. N. Co.
CHENAN, British str., 1349, J. H. Brown, 23rd June—Shanghai 20th June, General—Butterfield & Swire.
HAITAN, British str., 1183, J. S. Roach, 23rd June—Swatow 22nd June, General—Douglas, Lafrank & Co.
HONGKONG, British str., 1359, Jas. M. Hay, 22nd June—Jawa 14th June, Sugar—Jardine, Matheson & Co.
LOONGHAW, British str., 1093, Picknell, 23rd June—Manila via Amoy 18th June, General—Jardine, Matheson & Co.
TANGO MARU, Japanese str., 4627, S. Ishikawa, 22nd June—Seattle and Shanghai 19th June, General Nippon Yusen Kaisha.
TIPANAN, Dutch str., 2444, A. Pantier, 23rd June—Billion 15th June, General—Jawa-China Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
23rd June.
Danzon, British str., for Nagasaki.
Empire, British str., for Australian Ports.
Germania, German str., for Chinkiang.
Hainan, British str., for Swatow.
Hokkaido, French str., for Hainan.
Johanna, German str., for Hainan.
Sodor Maru, Japanese str., for Swatow.
Tiguan, Dutch str., for Singapore.
Zhangshing, British str., for Shanghai.

DEPARTURES.

23rd June.
KUTSANG, British str., for Singapore.
MATHILDE, Ger. str., for Swatow.
PATRAN, British str., for Singapore.
SADO MARU, Jap. str., for Singapore.
SEOGVIA, Ger. str., for Dalay.
TEAN, British str., for Manila.

SHIPPING REPORT.

The British str. Hainan reports: Fresh Southern breezes, moderate sea and heavy rain squalls.

VESSELS IN DOCK.

June 23rd.
ARRIVED DOCK.—
Kowloon Dock.—Houan, Leka, Glenlogie, Argus, J. Diederichsen, Korea.
Cosmopolitan Dock.—Nanantia.

TAIKOO DOCK.—Mylee Leaf, Anhui, Kuei-gang.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Tsimsh, Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above TO-DAY, 24th inst., at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 23rd June, 1909. [820]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (Direct).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.
(Taking Cargo at through rates to the BRASSIS to RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).
The Company's Steamship

"E. PRANZ FERDINAND"

Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., p.m.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Princes Buildings.
Hongkong, 18th June, 1909. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."

Captain W. Hayward, R.M.S., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed by Bombay by the R.M.S. "HIMALAYA" due in London on the 8th August, 1909.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. HEWETT, Superintendent.
Hongkong, 13th June, 1909. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's.		2 From Harbour Master's to Blake Pier.		3 From Blake Pier to Naval Yard.		4 From Naval Yard to East Point.	
DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON &c. via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.M.S.	P. & O. S. N. Co.	On 26th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.M.S.	P. & O. S. N. Co.	About 30th inst.	
LONDON & ANTWERP	SKOURA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., LD.	About 20th July.	
ROTTERDAM & HAMBURG, via STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th July.	
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 1st July.	
HAYRE & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 22nd July.	
HAYRE, BREMEN & HAMBURG, &c.	SLAM	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	Middle of July.	
MARSEILLES, HAYRE & HAMBURG, &c.	SLAM	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 2nd July.	
MARSEILLES, &c. via PORTS OF CALL.	TOURANE	Fr. str.	—	—	MESSAGERIES MARITIMES	To-morrow.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BIGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 6th July, at 1 p.m.	
MARSEILLES, LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tjorvis	JARDINE, MATHESON & Co., LD.	On 7th July, at D'light.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st July, at D'light.	
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.	
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 1st July, at Noon.	
NAFLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. R. LUTPOLD	Ger. str.	—	H. Kirohner	MELCHERS & Co.	On 30th inst., at 10 A.M.	
TRIESTE, &c. via SINGAPORE, &c.	E. F. FERDINAND	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	On 26th inst., p.m.	
BOSTON & NEW YORK via PORTS & SUEZ CANAL	C. PATRICK	Brit. str.	2 m.	—	DODWELL & Co., LTD.	About 19th July.	
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 3rd July, at 6 p.m.	
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.	
TACOMA via KEELUNG, SHANGHAI JAPAN, &c.	TACOMA MARU	Jap. str.	—	Yamamoto	OSAKA SHOSHEN KAISHA	On 3rd July.	
VICTORIA, B.C. & TACOMA via JAPAN.	OCEANO	Brit. str.	—	F. W. Davis	DODWELL & Co., LTD.	On 1st July.	
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 6th July, at 4 p.m.	
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 20th July, at 4 p.m.	
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 16th July, at 10 A.M.	
AUSTRALIAN PORTS via TIMOR, PORT DARWIN, &c.	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	To-day, at 10 A.M.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 9th July, at Noon.	
AUSTRALIAN PORTS via MANILA	TAITAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 19th July, at 4 p.m.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.	
YOKOHAMA and KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 26th inst.	
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	To-morrow, at 5 p.m.	
KOBE & MOJI	FAUSANG	Brit. str.	—	H. E. Maklin	JARDINE, MATHESON & Co., LD.	On 27th inst., at D'light.	
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.	
NAGASAKI, MOJI, KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 30th July, at 5 p.m.	
WEIHAIWEI, CHEFOO & TIENTSIN	HUIKOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.	
JAPAN	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA JAPAN LINE	Quick despatch.	
TIENTSIN via WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.	
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dut. str.	—	Owen Jones, R.M.S.	MELCHERS & Co.	Middle of June.	
SHANGHAI	ASSAYE	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at 6 p.m.	
SHANGHAI	YINGCHOW	Brit. str.	1 m.	F. Wheeler	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
SHANGHAI	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.	
SHANGHAI	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst., at D'light.	
SHANGHAI	ANBU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st July, at 4 p.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	1 m.	Rud. Meyer	MELCHERS & Co.	About 1st July.	
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 2nd July.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	C. C. Talbot, R.M.S.	P. & O. S. N. Co.	About 2nd July.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 3rd July, at Noon.	
SHANGHAI	LIHAN	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 4th July, at D'light.	
SHANGHAI, & KOBE	TOTOMI MARU	Jap. str.	—	B. Smith	NIPPON YUSEN KAISHA	On 4th July.	
SHANGHAI, KOBE & YOKOHAMA	CALEDONIAN	Fr. str.	—	Brano	MESSAGERIES MARITIMES	On 5th July, p.m.	
SHANGHAI, YOKOHAMA & KOBE	C. FERN. LAZIE	Dut. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 10th July.	
SWATOW	TIPANAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFFRAIE & Co.	To-day, at 1 p.m.	
SWATOW, AMOY, ANPING & TAKAO	SODU MARU	Jap. str.	—	K. Sugi	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.	
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Bosch	DOUGLAS LAFFRAIE & Co.	To-morrow, at 2 p.m.	
SWATOW, AMOY & TAMSUI	DAIJIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 29th inst., at 10 A.M.	
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	Hodgins	DOUGLAS LAFFRAIE & Co.	On 28th inst., at 2 p.m.	
SWATOW, AMOY, FOOCHOW & SHANGHAI	BUNY MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSHEN KAISHA	On 1st July, at 10 A.M.	
MANILA	LOONGHAW	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 p.m.	
MANILA	RUH	Brit. str.	—	R. W. Almond	SHENAN, TOMES & Co.	On 28th inst., at Noon.	
MANILA	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 29th inst., at 3 p.m.	
MANILA	TOURANE	Brit. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 2nd July, at 4 p.m.	
MANILA	KLEIST	Ger. str.	—	E. Koller	SERVAN TOMES & Co.	On 3rd July, at Noon.	
MANILA	TRAW	Brit. str.	1 m.	A. W. Dufresne	BUTTERFIELD & SWIRE	On 6th July, at 3 p.m.	
CEBU & HOLLAND	SUNGKANG	Brit. str.	1 m.	G. H. Pennfather	BUTTERFIELD & SWIRE	On 10th inst., at 4 p.m.	
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	Beginning of July.	
BOMBAY via SINGAPORE & PENANG	TAKASAKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst.	
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 6th July, at 3 p.m.	
SAMARANG & SOUBABAYA	SHANTUNG	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.	
BATAVIA, CHERIBON, SAMARANG, &c.	TRILATAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA JAPAN LINE	Quick despatch.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About Saturday 26th June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	Wedday, 30th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST" Capt. Rud. MEYER	About Thursday, 1st July.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Friday, 16th July, at 10 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 21st June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathee	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 18th June, 1909.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN" Capt. Bruno	On 5th July, p.m.
MARSEILLES via PORTS	"TOURANE" Capt. Lanedin	On 6th July, 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 19th July, p.m.
MARSEILLES via PORTS	"ARMAND BEHIC" Capt. Lafont	On 20th July, 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Hongkong, 23rd June, 1909. Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF CHINA" SAT., 3rd July.	"EMPRESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED., 14th July.	"ALLAN LINER" FRIDAY, 20th Aug.
"EMPRESS OF INDIA" SAT., 24th July.	"EMPRESS OF BRITAIN" FRI., 10th Sept.
"EMPRESS OF JAPAN" SAT., 14th Aug.	"ALLAN LINER" FRIDAY, 1st Oct.
"EMPRESS OF CHINA" SAT., 4th Sept.	

Steamships leave HONGKONG at 6 p.m. "Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 and 1st Class Railway " £43 " " £46.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	6 P.M., 24th June	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 25th June	See Special of Call.
LONDON and ANTWERP	NAMUR	About 30th June	Freight and Passage.
ANG, COLOMBO PORT	Capt. H. W. Kenrick, R.N.R.	June	Freight and Passage.
SAID and Marseilles			
SHANGHAI, MOJI, KOBE	SARDINIA	About 2nd July	Freight and Passage.
and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 24th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 28th June, 4 P.M.
MANILA	"TAMING"	On 29th June, 3 P.M.
BAMARANG and SOERABAYA	"SHANTUNG"	On 29th June, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
SHANGHAI	"LINAN"	On 4th July, 4 P.M.
MANILA	"TEAN"	On 6th July, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CALINE, SYDNEY, VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIWAN"	On 19th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW	THURSDAY, 24th June, at 1 P.M.
"HATTAN," Capt. J. S. Roach	SWATOW, AMOY & FOOCHOW	FRIDAY, 25th June, at 2 P.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY & FOOCHOW	TUESDAY, 29th June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, L'APRAIK & Co.,
GENERAL MANAGERS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Friday, 25th June, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Friday, 25th June, Noon.
MANILA	"LOONGSANG"	Friday, 25th June, 4 P.M.
KOBE & MOJI	"FAUSANG"	Sunday, 27th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAYRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to
Hongkong, 11th June, 1909.MELCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christensen	6500	WEDDAY, 7th July, at Daylight
PORE, PENANG, KAWACHI MARU	Capt. H. Peterson	6500	WEDDAY, 21st July, at Daylight
COLOMBO, and PORT SAID	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	AKI MARU Capt. K. Sato	7000	TUESDAY, 20th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Matheson	5000	FRIDAY, 5th July, at Noon
YAWATA MARU	Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon
KOBE and YOKOHAMA	AWA MARU Capt. A. Keith	6500	FRIDAY, 25th June, at 5 P.M.
BOMBAY via SINGAPORE, COLOMBO and SUEZ	TAKASAKI MARU Capt. A. Mooker	5000	TUESDAY, 29th June, at Noon
NAGASAKI, KOBE and YAWATA MARU	Capt. T. Sekine	5000	WEDDAY, 7th July, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 P.M.
SHANGHAI and KOBE	TOTOMI MARU Capt. R. Smith	4000	SUNDAY, 4th July.

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, HAYRE & HAMBURG:
S.S. SLAVONIA ... 2nd July	S.S. SILVIA ... 25th June
S.S. C. FRED. LAEISZ ... 10th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. ANDALUSIA ... 18th July	S.S. SITHONIA ... 1st July
S.S. SAKONIA ... 28th July	FOR HAYRE, BREMEN & HAMBURG:
S.S. DORIMUND ... 10th Aug.	S.S. SCANDIA ... 2nd July
S.S. SUEZIA ... 18th Aug.	FOR ROTTERDAM & HAMBURG:
S.S. JILYRIA ... 28th Aug.	S.S. ISTRIA ... 20th July
S.S. AMERIA ... 31st Aug.	FOR HAYRE & HAMBURG:
	S.S. BRASILIA ... 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

* Hongkong, 22nd June, 1909.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
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16, DES VOUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

759

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
TACOMA VIA KEELUNG	"TACOMA MARU"	6,178	SATURDAY, 3rd July.
SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"FITZPATRICK"	4,415	SATURDAY, 31st July.
	"SEATTLE MARU"	6,173	SATURDAY, 23rd August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SWATOW, AMOY, ANPING	"SOSHU MARU"	THURSDAY, 24th June, at 10 A.M.
SWATOW, AMOY & TAILOU	"DAIJIN MARU"	TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOOCHOW & SHANGHAI	"BUJUN MARU"	THURSDAY, 1st July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 19th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.
Hongkong, 5th May, 1909.

1462

VESSLS ON THE BERTH

HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK", About 13th July.

For Freight and further information apply to—

SHEWAN TOMES & Co.,
General Agents.
Hongkong, 3rd June, 1909.

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BETTER THAN COPAIBA MATICO.

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capivara, unlike Copiba, does not cause eruptions on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

CURE FOR ASTHMA GRIMAUD'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HEADACHES, and BRONCHITIS, GRIMAUD'S CIGARETTES are a SURE CURE. Grimaud's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest. GRIMAUD & Co., PARIS. Sold by all Chemists.

Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSSSEN & CO.,

HONGKONG.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

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日歷英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

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